



Hangar Talk

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Meeting minutes

Coming events

B-25 Mitchell

More up coming events are
posted on the M.A.S.
website

Kids Fair – August 12
Prairie Dog August 19,20

June Meeting Minutes

- Attendance 9
- Meeting Called to order, motion to approve minutes, Seconded. Minutes Approved
- Treasurers Report - Treasurer report given
- New members 2. Total roster 59
- Old business: Dennis Lesondak had signed up to cook at the IMAAC but cannot attend. President Jeff Griego to call Jake Martinez to replace him.
- Asphalt sealer. Nick Kummet has a proposal for \$180.
- Members email:
- Events:
- IMAAC, 3 participants registered.
- New business:
- Lee to contact Bertsch Brothers to service Porta – Potties
- Work Party July 8 8:00 am to prepare for IMAAC
- Kids day August 12. Anyone needs flyers please contact Jeremy W.
- Pattern contest August 19.
- Motion to Approve \$300 for crack sealer, play sand, asphalt patch. Seconded and approved.
- Motion to adjourn. Seconded. Meeting Adjourned

Upcoming Events

- Kids Fair – August 12
- MAS Prairie Dog Pattern – August 19 and 20
- Budget – no change of dues needed for next 3 years.
- Weeds spraying – don't need to complete until the first week of June
- Roof repairs – currently on hold.
- New Business:
- Greg Hight – Passed away this month. Family donated his planes. 13 airplanes and misc. aircraft. Bob Salmon will be keeping product for sale if you're interested.
- New member: Rob Schultz.
- Motion to adjourn. Motion seconded. Meeting adjourned.

HISTORIC AVIATION

History: The P-40 fighter/bomber was the last of the famous "Hawk" line produced by Curtiss Aircraft in the 1930s and 1940s, and it shared certain design elements with its predecessors, the Hawk and Sparrowhawk. It was the third-most numerous US fighter of World War II. An early prototype version of the P-40 was the first American fighter capable of speeds greater than 300 mph. Design work on the aircraft began in 1937, but numerous experimental versions were tested and refined before the first production version of the P-40, the **Model 81**, appeared in May 1940. By September of that year, over 200 had been delivered to the Army Air Corps. 185 more were delivered to the United Kingdom in the fall of 1940, where they were designated the **Tomahawk Mk I**.

Early combat operations pointed to the need for more armor and self-sealing fuel tanks, which were included in the **P-40B** (called the **Tomahawk Mk IIA** in the UK). These improvements came at price: a significant loss of performance due to the extra weight. Further armor additions and fuel tank improvements added even more weight in the **P-40C (Tomahawk Mk IIB)**. Curtiss addressed the airplane's mounting performance problems with the introduction of the **P-40D (Kittyhawk Mk I)**, which was powered by a more powerful version of the Allison V-1710 engine, and had two additional wing-mounted guns. The engine change resulted in a slightly different external appearance, which was the reason the RAF re-named it from the Tomahawk to the Kittyhawk. Later, two more guns were added in the **P-40E (Kittyhawk Mk IA)**, and this version was used with great success (along with their mainstays, the earlier B-models) by General Claire Chenault's American Volunteer Group (The Flying Tigers) in China.

Some additional models, each with slight improvements in engine power and armament, were the **P-40F** (with a 1300 hp Rolls-Royce Merlin engine), the **P-40G**, **P-40K (Kittyhawk Mk III)**, **P-40L**, **P-40M** and finally, the **P-40N**, of which 5200 were built (more than any other version.) While it was put to good use and was certainly numerous in most theaters of action in WWII, the P-40's performance was quickly eclipsed by the newer aircraft of the time, and it was not considered one of the "great fighters" of the war.

Nicknames: *Gipsy Rose Lee* (UK nickname for the P-40L)

Specifications: (P-40N):

Engine: 1360hp Allison V-1710-81 inline piston engine

Weight: Empty 6,000 lbs., Max Takeoff 11,400 lbs

Wing Span: 37ft. 4in.

Length: 33ft. 4in.

Height: 12ft. 4in.

Performance:

Maximum Speed at 10,000ft: 378mph

Ceiling: 38,000ft

Range: 840 miles (with no external tanks)

Armament:

Six 12.7mm (0.5-inch) wing-mounted machine guns

Up to 1,500lbs of bombs on three wing hard-points

Number Built: Approximately 15,000

Number Still Airworthy: 19



2016 Club Officers

President **Jeff Greigo**
Vice Pres **Jeremy Wehner**
Treasure **Jeff Osborn**

Board **Earl Keffer**

Board **Steve Graham**

Board **Lee Overholt**

Field Maintenance

Newsletter Editor **Gary Hodges**

Web Page

<http://www.miniatureaerosporters.org>

Serving the Northeast Denver Area the Miniature Aero Sportsters flying site sits on 48 acres with a 500 foot paved runway. The club is open to all who have a current AMA membership. The Miniature Aero Sportsters consists of a group of individuals with a common interest in radio control aircraft. Club meetings are on the 4th Thursday of the month at Echo Park Automotive, 500 East 104th Street, Thornton, CO Meetings start promptly at 7:00 pm. All M.A.S. club members are encouraged to attend meetings, and to become actively involved in the club's activities

The first year there is a once a lifetime \$35 initiation fee charged to all new members. Total first year dues are \$125, every year after that Annual membership dues are \$90. Check out the web page for more information.

<http://www.miniatureaerosporters.org>



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All articles or items of interest should be submitted to me by the 1st Wednesday of the month. Newsletter editor (that's ME) reserves the right to accept, refuse and edit all articles submitted for publication. Articles or items submitted after the deadline will be included in the following month's newsletter. Send or deliver articles to:

Gary Hodges

Published articles reflect the author's opinion and may or may not reflect those of the club in general, its officers, or the newsletter editor.